

## Today's Metal Prices

### NEW YORK QUOTATIONS

New York, Feb. 18.—Silver, 48 7/8c;  
Lead, 3.82 1/2@3.87 1/2; Spelter, 8.90  
@9.20; Copper, 14.62@14.87.

# The Ogden Standard

FEARLESS, INDEPENDENT, PROGRESSIVE NEWSPAPER

OGDEN CITY, UTAH, THURSDAY EVENING, FEBRUARY 18, 1915.

4 P. M. CITY EDITION  
TEN PAGES

WEATHER—Utah: Tonight and  
Friday Generally Fair; Slightly Cold.  
er Tonight.

Forty-fifth Year—No. 41.

PRICE: FIVE CENTS.

Entered as Second Class Matter at the Postoffice, Ogden, Utah

## BLOCKADE OF UNITED KINGDOM BY GERMANY IS NOW IN EFFECT

**Effect of Decree Will Soon Be Demonstrated—All Passenger Traffic From England to Holland Has Been Tied Up—Public Eagerly Awaiting Pronouncement of Great Britain's Retaliatory Campaign—British Press Concedes Russians Have Lost Heavily in East Prussian Retreat.**

## GERMAN DOUBLE FLANKING MOVE FAILS

**Emperor William Claims Complete Defeat of Russians in East Prussia—Claim Capture of Many French Prisoners—Paris Reports Capture of Positions and Many Germans at Various Points and General Holding of Lines—Russia Reports Fierce Fighting on the Vistula—Vienna Reports Victories.**

The Hague, Feb. 18, via London, 5:15 p. m.—The government of The Netherlands has refused a request for war vessels to convoy Dutch merchant ships through the marine areas prescribed by Germany on the ground that such action would enhance the risks of ships without such escorts. The government has advised all shipping firms to instruct their captains to halt their vessels at the first sight of a submarine and to give the submarine all desired information concerning the craft and its cargo.

Copenhagen, Feb. 18.—Ten Danish steamers left here today bound for England. Most of them are loaded with food-stuffs.

London, Feb. 18, 5:35 p. m.—Insurance was placed at Lloyd's today at 20 guineas per cent on policies covering the hold against war between the United States and Germany within six months. One month ago the premium for this same risk and period of time was five guineas percent.

London, Feb. 18, 1:40 p. m.—The immediate effect of the German submarine blockade of the British Isles, beginning today, was to tie up all passenger traffic from England to Holland. The Scandinavian lines, however, have not as yet been affected.

Both the Zealand and the Batarier lines have cancelled all passenger service to Holland, although they are continuing their freight and mail traffic. The Wilson line to Scandinavian ports is running as usual.

Copenhagen, Feb. 18, via London, 7:55 p. m.—According to a message received here today from Jutland, another German airship was destroyed today. This air vessel was of the Parseval type. The dirigible, the dispatch says, went down into the water near the coast. The crew was saved.

London, Feb. 18, 2:47 p. m.—The blockade of the United Kingdom by Germany is on. With the dawn of February 18 there went into effect the German notice warning neutral shipping to avoid British waters.

What will be the effect of this declaration will take a day or two to demonstrate. British shipping interests profess to feel no alarm, nevertheless all passenger traffic from England to Holland has been tied up.

In the meantime the British public is perusing the German notice answering the American communication concerning the war zone blockade. It perceives no yielding on the part of the imperial government and it now awaits the pronouncement of Great Britain's expected retaliatory campaign.

Illustrations showing British and German submarines are now being distributed to acquaint shippers of merchant vessels with the appearance of their own and hostile submarines. It is not known what the admiralty instructions to shippers are, although a hint was found in the recent declaration of the captain of the British steamer Laertes, who refused to surrender to a German submarine.

**Heavy Russian Loss Conceded.**  
The British press now concedes that the Russians must have lost heavily in their retreat in East Prussia, but the newspapers refuse to credit Field Marshal von Hindenburg with a great victory pending the outcome of the rear guard action before the fortified line on the Niemen river. It is argued by British military experts that the German double flanking movement apparently has failed and this view also is held at Petrograd.

In the Champagne and the Argonne regions in the western theatre, the Germans seem to be putting forth all their strength to capture the ground they are reported to have lost last week.

Paris, Feb. 18, 2:45 p. m.—The French war office this afternoon issued a report on the progress of the war as follows:

"From the sea to the Oise nothing new was recorded last night. It has been confirmed that the successful surprise movement of German troops in the north of Arras, man trenches of Rouillecourt, inflicted heavy losses on the enemy. We captured a bomb thrower and several hundred bombs.

"In the valley of the Aisne and in the sector of Rheims there have been artillery engagements in which our batteries had distinctly the advantage.

"In Champagne, in the region of

ter the destruction of the French fortifications. The enemy had made no attempt to reconquer these positions.

"Otherwise there is nothing important to report on the western front. Germans Pursuing Russians.

"Near Tauraggen and in the district to the northwest of Grodno, the pursuing German troops are fighting the enemy. A Russian detachment beaten near Kolno, was reinforced to the north of Lomza by fresh troops. The enemy was then again attacked by us.

"Engagements near Plock and Raczyn have been decided in favor of the Germans. In these encounters we have taken up to the present 3000 prisoners.

"There is nothing new to report from the south of the Vistula river in Poland.

"The results obtained near the East Prussian frontier are increasing in our favor. Later advice says we have captured 44,000 prisoners, 77 guns, more than 100 machine guns, three hospital trains, aircraft, 150 cars filled with ammunition, searchlights, countless cars filled with goods and horses. A further increase of booty can be expected."

**Progress of Russian Fighting.**  
Petrograd, Feb. 18.—The general staff of the Russian army has issued a report on the progress of the fighting as follows:

"On the right bank of the Vistula the fighting has been going on in almost the same localities with great ferocity in certain sectors.

"In the region of the Niemen river we have found only patrols of the enemy.

"On the left bank of the Vistula there has been no change. Repulse Enemy in Galicia.

"In Galicia we repulsed an attack on the Khay-Vikostsch front with great loss to the enemy. Further to the east the enemy endeavored to attack us in the region of Loubne-Scoudene, but without success. In repelling this attack we made prisoners of ten officers and 1400 soldiers, and captured three guns.

"On the front from Kozioska to Mount Vyschokoff the Germans delivered a series of determined and spirited attacks, forcing themselves in the direction of Mount Vyschokoff. All these advances were repulsed with heavy losses to the enemy. Almost an entire battalion was put to the bayonet; the rest of the Germans were made prisoners.

"There is no change in Bukovina."

**Vienna War Report.**  
Vienna, Feb. 18, via London, 9:02 a. m.—Official reports given out in Vienna say that after two days of hard fighting the Austrians have occupied the town of Kolomea in Galicia.

"This success was achieved yesterday afternoon by means of a general attack on the Russian positions," the report says. "We drove the enemy, in spite of his stubborn resistance, out of his last positions in front of Kolomea, thus reaching the town at one operation. We prevented the Russians from blowing up the bridge over the river Pruth. The town, clearing the Russians, was occupied by us. We captured 2000 prisoners and several machine guns and light cannon."

"In the Carpathian section, as far as Vyschokoff, the fighting continues with great ferocity. Four thousand additional prisoners have been brought in."

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

district between East Prussia and the lower Vistula. Now the continued advance there would jeopardize the Russians who are holding the trenches to the south of the Vistula and who succeeded in frustrating Field Marshal von Hindenburg's attempts to reach Warsaw from the west.

**Germans Hope to Take Warsaw.**  
The German plans are not quite clear, but it is believed probable they still have their eyes on Warsaw and hope by taking that city to break the Russian power and to resume the offensive so that they may be free to take more energetic steps against the allies in the west.

Anticipating this possibility, the allies, during the last two days, have made a vigorous attack against the Germans in Flanders and France. The outcome of this effort cannot be stated as the French and German reports are in direct conflict.

In Bukovina, the Austrians are reported to have partly surrounded the Russians before Czernowitz, but the battle still is in progress and reinforcements are reaching the Russians who have the advantage of undamaged railways both to this point and to Nadworna, further west, which the Austrians have reoccupied. The Russians report continued progress in the Carpathians.

**Russians Completely Beaten.**  
Berlin, Feb. 18, via London, 6:10 a. m.—The president of the province of East Prussia at Koenigsburg has received the following telegram from Emperor William who has been on the eastern battle front:

"The Russians are completely beaten. Our beloved East Prussia is free from the enemy."

**DESTROYERS TO CONVOY VESSELS**

**Swift British and French Warships Will Meet All Steamships Under Allies' Flags.**

**ROUTES UNCHANGED**

**Danger No Greater Now Than Before German Decree Was Made.**

New York, Feb. 18.—Swift British and French destroyers will meet all threatened steamships flying flags of the allies and escort them into port, according to cable messages received by official of steamship companies with offices in this city. The receipt of these messages, officials of British and French lines announced today, made them confident that the German sea decree which went into effect today would have little effect on shipping to and from ports in England and France.

Inquiry at the big steamship lines brought forth statements that there was no intention of changing routes or sailing dates.

The White Star liner Adriatic from this port with many prominent passengers, is due at Liverpool about noon on Friday. The officials of the line say she will undoubtedly be convoyed by war vessels through the war zone.

**Danger No Greater.**  
Harold A. Sanderson, president of the International Mercantile Marine, was a passenger on the White Star liner Megantic yesterday. He said he did not believe the danger to passenger steamers was any greater now than before Germany's decree went into effect.

The Megantic will call at Halifax, N. S., and should reach Liverpool next Thursday.

The Mannesman of the Atlantic Transport Line was to depart from London today. She probably will have no more than a dozen first-class cabin passengers and little freight.

**White Star Liner to Sail.**  
The White Star liner Zealand will sail on Saturday from Liverpool for Halifax and Portland, Me., with second class and steerage passengers and freight. The French liner Chicago, escorted by destroyers, will leave Havre on Saturday for this port. The American liner New York will leave Liverpool on Saturday with a large number of passengers, some of whom gave up berths engaged on other liners to fly the British flag. The commission for relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Change in Sailings.**  
All important shipping companies have announced that there will be no change in their regular sailings, while British, French and Belgian owned cross-channel steamers are maintaining their schedules. The Dutch company, which demands relief in Belgium today gave out a list of forty-seven chartered steamships plying between American ports and Rotterdam, through the war zone declared by Germany. A majority of these ships fly the British flag but the entire fleet is operating under American control and with the full sanction of the German as well as the allied governments.

**Review of War Situation.**  
London, Feb. 18.—The reply of Sir Edward Grey, to the American note on the subject of the seizure and detention of American cargoes destined for neutral European ports, threat of a submarine blockade of Great Britain and England's retaliatory measures against it, are absorbing the attention of the British public.

Sir Edward's long and carefully considered reply concerning American complaints of delay to which their cargo ships have been subjected by the British navy, was much discussed, but naturally the German threat of a submarine blockade and Great Britain's preparations to counteract its effect were uppermost in the minds of steamship owners and traders. As Germany has for some time been attempting to sink all British ships, her blockade ultimatum has caused little alarm.

day from the Syrian coast. Refugees on board say that Hassan Bey the commander at Jaffa has a rather overbearing manner and that he treats nationals of the entente powers with great rigor. Reports of a Turkish victory in Egypt, printed in letters of gold, have been posted in Jaffa. The people have been told that Ismailia and Suez have been occupied by the Turks who are now marching on Cairo. Graphic descriptions of the alleged sinking of several British cruisers in the Suez canal caused the greatest jubilation. The Turkish casualties in these engagements were given as ten men killed and twenty-five wounded.

There was great rejoicing also at Jerusalem where a large amount of ammunition was expended in the firing of guns to celebrate the event. Nationalists of the entente powers, Great Britain, France and Russia, were insulted by the populace and compelled to remain indoors. Six wounded German officers have been brought to Jerusalem where Bach Pasha, the German commander, has his headquarters.

Some of the Arabs rebelled against the recruiting order and several of them had to be shot before they would advance. It appears, according to the information brought by these refugees that while Constantinople was anxious to attack Egypt the Germans desired merely to menace the British and compel them to hold troops in Egypt. The Germans who participated in the fighting still speak of the hardships of the trip across the desert, and some of them expressed the opinion that Turkish success was impossible. It is said there were six hundred German officers and men in the Turkish army which undertook the expedition to Egypt. This army consisted of seven thousand well trained Anatolians, with a number of Arabs and Bedouins.

All the refugees on the Tennessee were Israelites, no Christians being allowed to leave.

**TURKEY MAKES HUMBLE APOLOGY**

Yields to Demand of Greece for Satisfaction for Insult to Naval Attache.

London, Feb. 18, 11:05 a. m.—Turkey has yielded to the demand for satisfaction made by Greece because of the insult offered an attaché of the Greek legation at Constantinople.

The director general of police at Constantinople, it is officially announced, has visited the Greek legation in that city and in the presence of all the members of staff he formally expressed his regret at the insult offered the Greek naval attaché. He promised, further, that an official communication to this effect would be published in the press.

The incident now is regarded as closed.

The Greek minister to Turkey left Constantinople the latter part of last week, leaving his secretary of legation in charge, because the porte was slow in carrying out its agreement to give satisfaction for an insult offered the Greek naval attaché. The difficulty was not regarded as serious and it was felt that Turkey would offer the necessary apology.

**WHEAT MARKET PRICES SHRINK**

**May Delivery Sells Four and Five Eighths Cents Below Last Night.**

Chicago, Feb. 18.—Wheat prices today shrunk 4 5/8 cents in consequence of the beginning of the attempted submarine blockade of Great Britain. The May delivery here sold as low as \$1.55 3/8 as against \$1.60 at the close last night. The July option showed a loss of nearly 4 cents at \$1.28 1/4.

Later came an upward swing largely due to export buying on a scale which seemed to demonstrate that shippers were more ready to take risks than had been supposed.

The market closed strong, 1 3/8 to 1 3/4 above yesterday's finish. According to some authorities, the sales to Europe today in the United States total on this year's crop. The aggregate was put at 3,000,000 bushels, including large quantities for England.

**TURKS IN SYRIA ARE ARROGANT**

**Nationals of Entente Powers Treated With Great Rigor in Syria.**

Alexandria, Feb. 18, via London, 7:10 a. m.—Passengers by the American cruiser Tennessee which has been bringing refugees from the coast of Syria to Egypt are authority for the statement that while no actual atrocities have been committed by the Turks in Syria a number of persons have been maltreated. The population of Syria, although fanatical, is remaining calm.

The Tennessee arrived here yesterday

**IOWA RETURNS TO STATE-WIDE LAW**

**House Repeals Malt Law by Vote 79 to 29—Measure Goes to Governor.**

Des Moines, Ia., Feb. 18.—The Iowa house of representatives today passed the Clarkson bill, which repeals the malt law, effective January 1, 1916, by a vote of 79 to 29.

The measure already has passed the senate and will now go to the governor, who has indicated his intention of signing it. Under its provisions, Iowa will return to state-wide statutory prohibition.

## GERMANY FIRMLY MAINTAINS RIGHT TO BLOCKADE OF BRITISH WATERS

**Reply to United States Protest, Couched in Friendly Terms, Is Transmitted to Washington—Note Explains That Proposed Action Is Rendered Necessary by Great Britain's Policy of Attempting to Cut Off Food Supply of Civil Population—Method Never Recognized by International Law.**

## FLYING OF NEUTRAL FLAGS FORCES DECREE

**Germany Must Compel Hostile Nations to Return to Recognized Principles of International Law and Restore Freedom of the Seas—Recommends That United States Send Convoy of Warships to Guard Merchant Vessels Through Danger Zone—If London Declaration Were Observed Germany Would Conform to Act in Accordance With New Situation.**

Berlin, Feb. 18, via London, 5:58 p. m.—The reply of Germany to the protest of the United States against a blockade of British waters is couched in the most friendly terms but firmly maintains the position of Germany as already announced.

The answer, which is a lengthy document, was converted into code at the United States embassy under the direction of Ambassador Gerard and has been transmitted in full to Washington.

The note explains that Germany's proposed action is rendered necessary by Great Britain's policy of attempting to cut off the food supply for the German civil population by a method never recognized in international law. England's course in ordering merchantmen to fly neutral flags, equipping them with artillery with orders to destroy submarines, the German reply contends, renders nugatory the right of search, thus giving the Germans the right to attack English shipping. Germany holds that she cannot abandon the right under the stress which England has forced upon her.

Since Germany must compel the nations with which she is at war to return to the recognized principles of international law and restore freedom of the seas, she argues that the stand she has taken is necessary.

The note recommends that the United States government send warships to England to convoy merchant vessels through the danger zone as security against attack with the understanding that vessels thus guarded shall carry no war supplies. Hope is expressed that the American government will understand the position in which Germany has been placed and appreciate the reasons for its course.

The reply closes with an expression of the hope that the United States may prevail upon Great Britain "to return to the principles of international law recognized prior to the outbreak of the war," and in particular obtain the observance of the London declaration by belligerents opposed to Germany. If this were done, the note explains, Germany would be enabled to import food supplies and raw materials. Germany would recognize in this, says the reply, an invaluable service toward the more humane conduct of the war and would act in accordance with the new situation thus created.

**Reply Not Received.**  
Washington, Feb. 18.—Germany's reply to the American note on the naval war zone around the British Isles had not been received today at the state department. Dispatches on other matters from Ambassador Gerard, filed in Berlin yesterday, said he had delivered the American note, but that the German reply had not yet been